

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, December 15, 2009 at NOON  
MAG Office Building, Cholla Room  
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Brandon Forrey, Peoria, Chair of Bicycle and Pedestrian Committee	* Tami Ryall, Gilbert
Reed Kempton, Scottsdale, Vice-Chair of Bicycle and Pedestrian Committee	Steve Hancock, Glendale
Michael Sanders, ADOT	Joe Schmitz, Goodyear
Michael Eagan, ASLA, Arizona Chapter	* Michael Cartsonis, Litchfield Park
Margaret Boone-Pixley, Avondale	Denise Lacey, Maricopa County
^ Robert Wisener, Buckeye	* Jim Hash, Mesa
* D.J. Stapley, Carefree	Katherine Coles, Phoenix
^ Bob Beane for Rich Rumer, Coalition of Arizona Bicyclists	* Lisa Padilla, Queen Creek
* Doug Strong, El Mirage	* Peggy Rubach, RPTA
	Eric Iwersen, Tempe

\*Members neither present nor represented by proxy.

^Attended via audio-conference

OTHERS PRESENT

Hobart Wingard, Surprise  
Bob Bortfeld, Chandler  
Jim Coffman, Coffman Studio  
Leslie Dornfeld, EDAW  
Jimena Zamora, EDAW

1. Call to Order

Brandon Forrey called the meeting to order at noon.

2. Approval of the November 17, 2009 Meeting Minutes of the Bicycle and Pedestrian Committee

Katherine Coles moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for November 17, 2009. Margaret Boone-Pixley seconded the motion. The motion passed unanimously.

### 3. Call to the Audience

An opportunity was provided to members of the public to address the MAG Bicycle and Pedestrian Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public were requested not to exceed a three minute time period for their comments. A total of 15 minutes was provided for the Call to the Audience agenda item, unless the Bicycle and the Pedestrian Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items were given an opportunity at the time the item was heard.

### 4. Staff and Member Agency Reports

Staff and committee members are invited to provide an update of pedestrian and bicycle-related activity in their agencies.

Maureen DeCindis gave an update on the results of the discussion of the ranked list for the TIP 2014 bicycle and pedestrian projects from the Transportation Review Committee (TRC) meeting held on December 14, 2009. The TRC voted to accept the recommended list of Bicycle and Pedestrian projects except that the City of Phoenix exchanged their Grand Canal Multi-use Path Connection at Thomas Road and 22<sup>nd</sup> Street for their first priority project of the Grand Canal Multi-use Path Connection at Indian School and 16<sup>th</sup> Street. Phoenix requested to combine the \$341,950 plus the \$531,472 to fund Grand Canal Multi-use Path Connection at Indian School and 16<sup>th</sup> Street project at a reduced scope of work.

MAG is considering producing a 10 minute video to run on Channel 11 highlighting the regional bicycle and pedestrian program. Maureen DeCindis elicited comments from the committee on topics for the video. For example the HAWK Crossing: Although not formally in the MUTCD, cities can request permission from FHWA to install the HAWK signals. Currently, the cities of Peoria, Gilbert, Tempe, Scottsdale and Phoenix have installed HAWK signals.

Ideas included:

- Showcase projects that have been completed.
- Scottsdale: Indian School and Pima show how it connects to the path on Indian Bend Wash.
- Show old photos
- How did we get here - MAG Bike and Ped Committee did these.
- 5<sup>th</sup> Street Tempe (first traffic calming project, first complete street, first Design Asst project).
- Highlight the canals and multi-use pathways such as Tempe Rio Salado, Scottsdale Indian Bend Wash, Peoria (Skunk River/Thunderbird Paseo).
- Direct the video to target the audience of those who have not lived here a long time.
- Streets have wider sidewalks and more trees now. Show photos of what areas used to look like.
- Highlight the MAG Plans.
- Here is where we are going (County Plan, West Valley Recreation Corridor, Complete Streets).
- Film a few of the Grade Separated crossings (Scottsdale)
- Highline Canal has been refurbished.
- Professional Public Health voice on benefits for the community.

There were no other agency reports.

## 5. Complete Streets Program Update

Leslie Dornfeld presented Complete Streets document outline and draft Complete Street prototypes for review and comment. Leslie Dornfeld noted that with the current transportation plans, many times the pedestrian and bicycle facilities get sacrificed. She presented diagrams that were prototypes of Complete Streets. Complete Streets are a system that can work on the most constrained streets. There are six prototypes of Context/Land Use Character: High Density/Intensity -A (Examples include Camelback Corridor, 7<sup>th</sup> Street and Bell); High Density/Intensity B (downtown Phoenix, Tempe, Glendale); Low Density/Intensity A (16<sup>th</sup> Street/Bethany Home and 40<sup>th</sup> Street & Campbell); Low Density/Intensity B (Residential subdivision/single and multi-family); Low Density/Intensity C (Single family, internal family subdivisions); Low Density/Intensity D ( Industrial Areas/Warehouse Districts).

The Complete Streets Process includes the following steps:

- Decide on your area.
- Pick the modes (service should include all modes, but what is the priority?).
- Some modes are top priority without choice.

Within each Context/Land Use Characters are categories:

- Transportation Character
- Other Priorities
- Right of Way
- Elements

The priorities dictate the necessary elements based on the context.

This is a process that will lead to the final design.

Given a Complete Streets title would add to the value of a project for CMAQ funding.

Michael Sanders asked about the freeway and parkway environments especially the interchanges and crossings. There is a draft Complete Streets policy being considered by ADOT.

### High Density/Intensity -A

Automobiles, transit, pedestrians are key. There would be off-street parking, and reduced speeds down to 35 mph. The suggestion to accommodate bicycles would be to have the bicycle share the transit lane. Bob Bortfeld asked about a turning lane. Reed Kempton noted that there are not enough buses to warrant a bus lane and the bike lane would end up being forfeited. Leslie Dornfeld asked how to change this idea. Brandon Forrey suggested putting the transit lane in the landscape buffer. Reed Kempton suggested adding bike lanes and create bus pullouts.

Leslie Dornfeld asked if there are any areas that would warrant a transit lane. Eric Iwersen responded that Tempe is viewing transit lanes on Rural Road and McClintock as a shared bus/bike lane.

Leslie Dornfeld stated that bike lanes need to be preserved especially when bus rapid transit expands in the future. Brandon Forrey noted that taking away a car lane could be contentious.

Joe Schmitz noted that Goodyear streets tend to be 130 feet wide not 110 feet wide. Leslie Dornfeld replied that if there are seniors in that area, this is a very large street to cross. However, Reed Kempton noted that wide streets allow for many amenities. Brandon Forrey said that right-of-way and street width are different. Bob Bortfeld said that if there is a lot of traffic, the streets need to have three lanes in each direction. But streets will have to be narrow to allow enough time for people to walk across the street.

Margaret Boone-Pixley suggested using a bulb out. Bob Bortfeld pointed out to Leslie Dornfeld that she was not showing the intersections that have turning lanes and therefore require more width. Brandon suggested giving a range of widths.

#### High Density/Intensity -B

Pedestrians are the priority along with transit and automobiles in these areas like Downtowns. There would be two travel lanes and a turn lane, with one dedicated transit lane to be shared with the bicycle. There is also a flex lane that could contain shade or be used to increase the width of sidewalk. Reed Kempton said that operationally bus and bike cannot share the same lane at the same time. The state law says that bikes must have three feet of space. Bob Bortfeld watched shared lane interactions on camera and reported that the bike gets out in front of the bus at the light. Reed Kempton said that AASHTO's width for shared lane is 14 feet. Leslie Dornfeld said that the bikes would use the traffic lane when passing buses.

#### Low Density/Intensity A

The priority would be bus/bike/transit and not so much walking in the collectors. Bike lanes would be four feet with a narrow planting strip and five foot sidewalk. This would be in the standard commercial area. The key part is lower speed.

#### Low Density/Intensity B

Example areas would be Miller Road in Scottsdale or Roosevelt Street in Phoenix. Pedestrian and bikes are important. Driving the neighborhood is just to get to and from home. There are few delivery trucks. There would be 60 feet right-of-way. Brandon Forrey noted that there is no designated bike facility and the sidewalks are too narrow. Leslie Dornfeld replied noted that people are going to park on both sides of the street. Wooner space is what will be created, that is all modes partake in the shared space. The speed is 25mph.

#### Low Density/Intensity C

Examples would be single family neighborhoods. The pedestrian and bicycle and cars are important. The right-of-way would be 50 feet with two travel lanes with a five foot sidewalk and four foot amenity zone. Transit stops and a speed limit of 25 mph.

#### Low Density/Intensity D

Office parks and warehouse districts would focus on automobiles, trucks, and transit. There would be 80 foot right-of-way to accommodate trucks with a five foot sidewalk. Brandon Forrey noted that minimum width for truck traffic is twelve feet.

Eric Iwersen thinks it is great to show dedicated transit lane in certain scenarios. Bob Bortfeld said that funding and service is not there yet to set aside a lane. Leslie Dornfeld will give a shared transit lane more width.

Eric Iwersen suggested showing dedicated bike lanes on the suburban arterial.

Bob Bortfeld noted that some of the older arterials are only 80 feet right-of-way with five lanes of traffic with tiny sidewalks and no landscaping. Leslie Dornfeld reiterated that a Complete Street is a street that accommodates all appropriate modes given the context in the available right of way.

Leslie Dornfeld will send an electronic copy of the boards for further comments from the Bike and Ped Committee members. There will be a chapter called The Process.

#### 6. Request for Future Agenda Items

Members have the opportunity to suggest future agenda topics. No new items were identified.

#### 7. Next Meetings

All meetings will be on the third Tuesday of the month in the Cholla Room at 1:30 p.m., except for those noted otherwise.

January 19, 2010 (10:00 a.m. in Saguaro Room)

February 16, 2010 (Saguaro Room)

March 16, 2010

April 20, 2010

May 18, 2010

June 15, 2010

July 20, 2010

August 17, 2010

September 21, 2010

October 19, 2010

November 9, 2010 (note change)

December 14, 2010 (noon)